In The Specification:

Page 1, replace paragraph 1 as follows:

[0001] The present invention claims priority to U.S. provisional applications 60/401,416 and 60/401,464 filed August 5, 2002, and is related to U.S. patent applications ~~entitled "SYSTEM AND METHOD FOR DETERMINING AN AMOUNT OF CONTROL FOR OPERATING A ROLLOVER CONTROL SYSTEM" (Attorney Docket No. 202-1221/FGT-1691) and "SYSTEM AND METHOD FOR OPERATING A ROLLOVER CONTROL SYSTEM IN A TRANSITION TO A ROLLOVER CONDITION" (Attorney Docket No. 203-0816/FGT-1869)~~ 10/628,484 and 10/628,632 both filed July 28, 2003, the disclosures of which are incorporated by reference herein.

Page 3, replace paragraph 8 as follows:

[0008] One example of a wheel lifting determination can be found in Ford patent U.S. 6,356,188 and U.S. patent application 10/608,909 ~~(Attorney Docket 202-0433/FGT-1683-PA)~~, the disclosures of which are incorporated by reference herein. The system applies a change in torque to the wheels to determine wheel lift. The output from such a wheel lifting determination unit can be used qualitatively. This method is an active determination since the basis of the system relies on changing the torque of the wheels by the application of brakes or the like. In some situations it may be desirable to determine wheel lift without changing the torque of a wheel.

Page 14 and continuing on page 15, replace paragraph 54 as follows:

[0054] Referring now to Figure 5, the sensor fusion unit 27A is illustrated in further detail. The sensor fusion unit 27A receives the various sensor signals, 20, 28, 32, 34, 35, 36, 37 and integrates all the sensor signals with the calculated signals to generate signals suitable

for roll stability control algorithms. From the various sensor signals wheel lift detection may be determined by the wheel lift detector 50. Wheel lift detector 50 includes both active wheel lift detection and active wheel lift detection, and wheel grounding condition detection. Wheel lift detector is described in co-pending U.S. provisional application serial number 60/400,375 ~~(Attorney Docket 202-0433/FGT-1682PRV)~~ filed August 1, 2002, and U.S. patent application 10/608,909 ~~(Attorney Docket 202-0433/FGT-1683PA)~~ which are incorporated by reference herein. The modules described below may be implemented in hardware or software in a general purpose computer (microprocessor). From the wheel lift detection module 50, a determination of whether each wheel is absolutely grounded, possibly grounded, possibly lifted, or absolutely lifted may be determined. Transition detection module 52 is used to detect whether the vehicle is experiencing aggressive maneuver due to sudden steering wheel inputs from the driver. The sensors may also be used to determine a relative roll angle in relative roll angle module 54. Relative roll angle may be determined in many ways. One way is to use the roll acceleration module 58 in conjunction with the lateral acceleration sensor. As described above, the relative roll angle may be determined from the roll conditions described above.

Page 17, replace paragraph 58 as follows:

[0058] In parallel with the above a transition controller 76 may be implemented as will be further described below. The roll signal for control 72 may be used as an input to a proportional-integral-derivative controller 78. The terminology for the PID controller 78 refers to its functions. However, the function of double derivative may be added and a function such as integral may be used. For clarity the PID controller 78 will be used for the controller even if all of the function proportional, integral or derivative functions are not used or if the double derivative is used. In parallel to the process above, a transitional controller 76 may also be used. ~~The transitional controller 78.~~ One embodiment for example includes just the proportional and derivative functions.

Page 22, replace paragraph 71 as follows:

[0071] The transition controller [[78]] 76 has the following outputs FLPrechargeActive (flag) output 150, a FLPrechargePress (bar) output 152, a FRPrechargeActive (flag) output 154, a FRPrechargePress (bar) output 156, an INST_BANK_ANGLE_EST output 158, a LEFT_TO_RIGHT_TRANSITION (flag) output 160, and a RIGHT_TO_LEFT_TRANSITION (flag) output 162.